

## ABSTRACT OF THE DISCLOSURE

A six-gear or seven-gear vehicle transmission (1, 30) having one starting selector clutch (K1), two countershafts (5, 6), gear wheels non-rotatably disposed upon the input shaft (4) and designed as fixed wheels (12, 13, 14, 33, 37) which are in tooth contact with idler wheels (8, 9, 10, 15, 16, 17, 35, 36), coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably supported on the two countershafts (5, 6), the same as one output gear wheel (18, 19) upon each of the two countershafts (5, 6) which are in tooth contact with one toothing (20) on a differential transmission (21) each two gear positions in a shifting gate of an H- or multi-H shifting gate (G1-G2; G3-G4; G5-G6; G7-RG) are associated with two different coupling devices (22, 23, 24, 25, 31, 32) in the transmission. To shorten the length and reduce the number of parts, the six-gear and the seven-gear transmissions (1, 30) are designed so that of the fixed wheels (11, 12, 13, 14, 33, 37) situated on the input shaft (4), at least two fixed wheels (12 or 37, 13, 14) are in tooth contact respectively with two idler wheels (8, 15 or 35, 36; 9, 16; 10, 17).